

SAFER TIMES

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CALTRANS

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THE SAN FRANCISCO RETROFIT PROJECTS OVERVIEW

Here is an update on the four Caltrans earthquake retrofit projects in San Francisco.

THE WEST SPAN

Retrofit work from Yerba Buena Island to the San Francisco Anchorage began in Summer 1998. Work on the piers and anchorage was completed in early 2000, while the work on the towers and superstructure will continue through 2003.

THE WEST APPROACH

The West Approach Project begins at the anchorage where the West Span project ends, and extends west to the Fifth Street ramps on I-80. Work began in Summer 2001 and will continue to Winter 2008.

THE BAYSHORE VIADUCT

The Bayshore Viaduct Project targets the elevated highway from Fourth Street to Sixteenth Street. Work began in Spring 1999 and is scheduled for completion in Summer 2003.

THE CENTRAL FREEWAY

The elevated Central Freeway (US 101) connects I-80 with central San Francisco at Fell Street. The Central Freeway Replacement Project consists of replacing the existing structure between South Van Ness Avenue and Fell Street with a new touchdown ramp to Market Street and a boulevard between Market Street and Fell Street. The project begins Summer 2003 and is scheduled for completion in Spring 2006.



THE WEST APPROACH TO THE BAY BRIDGE IN SAN FRANCISCO

The most ambitious seismic retrofit project that Caltrans is undertaking in San Francisco is the demolition and reconstruction of the West Approach to the Bay Bridge. This section of Interstate 80 runs between the Fifth Street on/off ramps and the First Street on ramp near the western anchorage of the Bay Bridge.

"Retrofitting a major freeway without closing it to traffic is like rebuilding your engine while driving down the highway."

*Thom Fresquez,
Structural Engineer*

The project also includes rebuilding the on and off ramps within these limits and modifying the bus loops encircling the Transbay Terminal.

The project began in mid-2001 and will take approximately seven years to complete.

Built in 1936, the West Approach is composed of concrete, which lacks the flexibility of steel structures such as the Bay Bridge and the Bayshore Skyway. Shortly after the Loma Prieta Earthquake, it was clear that most of the structure needed to be replaced.

Caltrans will build new sections of the freeway as well as temporary freeway sections before demolishing old portions of the freeway. This allows the 280,000

vehicles that cross the bridge on a daily basis to travel largely unimpeded. Major lane closures will occur only in non-commute hours.

"Retrofitting a major freeway without closing it to traffic," says structural engineer Thom Fresquez, "is like rebuilding your engine while driving down the highway."

Nevertheless, Caltrans views the West Approach as a vital economic and transportation link for the entire region. Except for rare occasions—usually during demolition work—the freeway will remain open to full traffic.

NOISE AND DEMOLITION

In deference to the community's concerns regarding noise, Caltrans decided to perform most of the demolition work during daytime hours and weekends. After numerous meetings with city officials, community and business groups, work hours for noisy aspects of the project were established. Of course, such restrictions add time to the project, but unlike the early days of San Francisco, the West Approach is now flanked by high-rise condos, apartments and lofts.

The demolition work will restrict traffic on a number of weekends. Caltrans has worked with the

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THE WEST APPROACH TO THE BAY BRIDGE IN SAN FRANCISCO

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Metropolitan Transportation Commission (MTC) and the City of San Francisco to develop both local and regional Traffic Management Plans (TMPs) to address these impacts.

PARKING

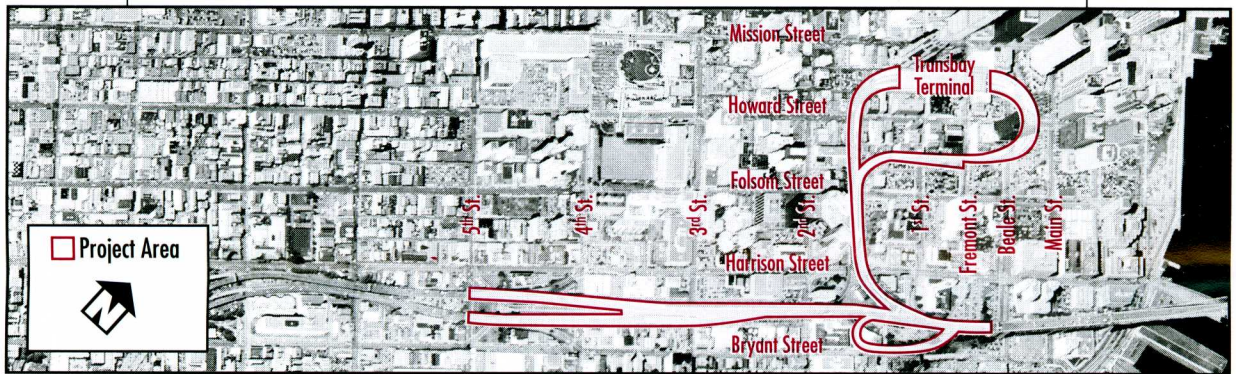
During the demolition and construction of the West Approach, property owned by Caltrans that is currently leased to parking vendors will be required for construction activities. State-owned lots below the mainline freeway, (Fifth Street to First Street) and below the Fremont Street ramp (near the Transbay Terminal) will be closed. This

will result in the loss of approximately 4,000 parking spaces for the duration of the project.

CALTRANS' COMMITMENT

Earthquakes are a certainty in the Bay Area. It is not of question of if but when the next earthquake occurs on the San Andreas or Hayward faults. In the past 100 years, San Francisco has endured two major earthquakes only to bounce back each time to retain its position as one of the great cities of the world. Caltrans is working hard to make sure that the economic lifeline to the City remains safe and serviceable well into this new millennium.

THE WEST APPROACH PROJECT AREA



REACHING OUT TO THE COMMUNITY

For the latest information on this project, call the Caltrans SAFER office (from any Bay Area area code) at 817-1717, ext. 435 (recorded information is found on ext. 415), or visit our web site at www.safersf.com.



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